

## MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

**DATE:** November 31, 2012

**SUBJECT:** ZC 09-03A – Modification of ZC Order 09-03, Skyland Town Center

---

### **I. RECOMMENDATION**

The Office of Planning (OP) recommends that the requested modification of ZC Order 09-03 be setdown for public hearing.

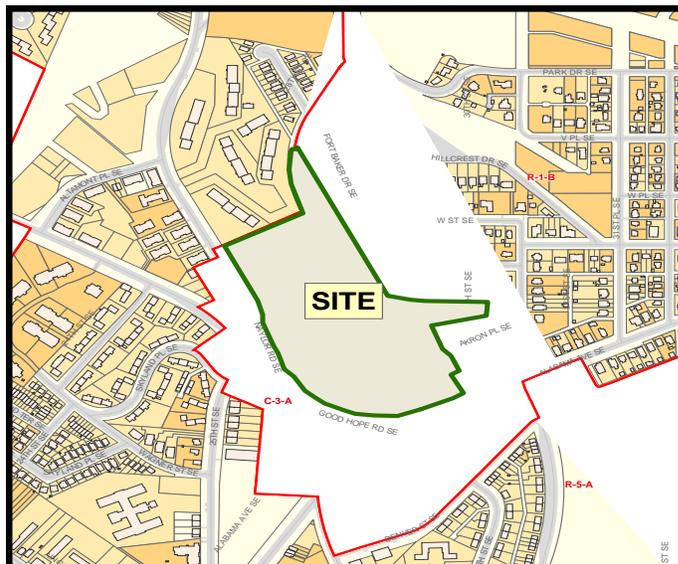
If the application is setdown, OP requested that the applicant provide additional information regarding:

1. Changes to the screening of the roof top garage on Block 1 which would now allow the vehicles to be seen from the pedestrian level.
2. The reduction of the in-line retail along Naylor Road in Block 1 which reduces street activation.

### **II. APPLICATION**

The applicant, Skyland Holdings on behalf of the District of Columbia through the Deputy Mayor for Planning and Economic Development requests various modifications to ZC Order 09-03. Concurrent with the modification request, the applicant has requested a time extension (ZC 09-03B) of the Order for the PUD (addressed under separate cover).

Site Location



### III. ANALYSIS

Generally, the overall modification would result in:

1. An increase in the FAR from 1.61 to 1.75<sup>1</sup> with the commercial FAR increasing from 0.95 to 0.97.
2. A reduction in the number of parking spaces from 1,698 to 1,406, a reduction of 292 parking spaces.
3. An increase in retail and service uses from 311,000 square feet to 342,000 square feet.

The applicant states that subsequent to the approval of the PUD, changes in circumstances have resulted in the need to modify the submission. OP is pleased that the applicant has further reviewed the parking demand and is proposing to reduce the number of parking spaces across the site from 1,698 to 1,406 spaces, a reduction of 292 spaces. The reduction is mainly due to the elimination of the below grade parking garage under the big box retailer on Block 1. In addition, the parking spaces provided on Blocks 3 and 4 have been consolidated into a larger garage on Block 2. The consolidation results in the elimination of the garages on Blocks 3 and 4 and is replaced by surface parking with much fewer spaces. With the elimination of the parking structures, sight lines and distances from the residences to the east of the site have been greatly improved. The applicant has stated that the proposed residential unit types have been further evaluated against current demand and has led to the replacement of 8 townhouse units with 6 duplex units on Block 3. The projected number of residential units remains at 450-500 across the site, as approved.

#### Block 1

In the PUD, Block 1 is proposed to have a “big box” retailer with smaller retailers along Main Street and Naylor Road with parking below grade and on the roof. At the time of the PUD, the design and layout were done without a particular retailer in mind. Subsequently, the applicant has identified Walmart as the specific retailer, which has requested modifications to better satisfy their needs and operations.

The redesign of the building façade includes the reduction in the heights of the architectural embellishments both at the corner of Main Street and Naylor Road as well as at the entrance to the building. Overall, the proposed changes would continue to be within the height range approved for Block 1 (up to 50 feet at the Main Street entry and up to 45 feet at Naylor Road). In the original PUD, parking on the roof was screened from view along Main Street and Naylor Road. However, in the redesigned Plans it appears that the screening has been reduced in height and vehicles may now be visible from Main Street. The original design shows in-line stores along Naylor Road which was to help to activate the street. In the proposed design, the in-line stores do not extend along the entire frontage, resulting in an extended portion of blank walls (Exhibit B: Block 1- Façade Comparative Design Analysis [Maine Street Elevation and Naylor Road Elevation]). The applicant should provide some explanation of the proposed changes, and minimize both blank walls at street level, and visibility of roof top parking. The redesign of the building has seen the reduction in the heights of the architectural embellishments both at the corner of Main Street and Naylor Road as well as at the entrance to the building.

---

<sup>11</sup> New FAR is based on the removal of the land area reserved for private streets and alley. This FAR remains significantly lower than the 4.5PUD FAR and 3.0 PUD commercial FAR allowed for PUDs under the C-3-A zone.

The landscaping of the area adjacent to the northern and eastern portions of the building has been greatly enhanced and improved with redesigned retaining walls and the provision of the green screen and additional vegetation which will greatly minimize views of the ramp and building from the adjacent residences. On summary Block 1 modifications include:

- Elimination of the below grade parking which results in a reduction of parking spaces from 630 spaces to 412 spaces on the roof top, a reduction of 218 spaces
- Refinement of the building's architectural detail
- Reduction in the height of the architectural embellishment at the corner of Main Street and Naylor Road.
- Redistribution of the in line retail uses along Naylor Road.
- Redesign of the retaining walls along the northern and western edges of the building.
- Addition of green screen along the northern and western portions of the building.
- Refinement of the parking ramps and walls.
- Redesign and lowering of the roof top garage screening.

### Block 2

Block 2 has been modified following further analysis of the retail users, residential unit types, consolidating of retail parking and demand, and vehicular movements to and from the block. The pedestrian ways and landscaped areas have been improved to better accommodate pedestrian movements around the building as well as across Good Hope Road and Naylor Road. Of significance is the removal of the vehicular slip which will be integrated into the landscaped area. Other refinements include:

- Reconfiguration of the buildings;
- Parking garage to accommodate retail for Blocks 2, 3, and 4 and residential parking for Block 2. An increase in parking spaces from 576 to 796;
- New private alley system connecting Naylor/Good Hope Roads to the Main Street;
- Removal of the vehicular slip along Naylor/Good Hope Roads;
- Improvement of pedestrian access to the site;
- Addition of green roof, photovoltaic panels and outdoor recreation space on the roof; and
- Elimination of the paseo between Good Hope Road and Main Street.

### Block 3

Changes within Block 3 include an increase in the depth of the retail space and residential building along Alabama Avenue and the replacement of 8 townhouse units with 6 duplex units. The 245 space parking structure has been replaced with a 77 space surface parking lot and 18 spaces on the lower level of the carriage houses (150 space reduction). The parking to service the retail use is on Block 2. Block 3 modifications include:

### Block 4

The primary change on Block 5 is the replacement of the 192 space parking garage with 87 residential surface spaces.

### Block 5

Further refinement of the transportation infrastructure around the property has resulted in a reduction in the number of townhouses from 12 to 5 on Block 5. The residential road off Alabama has been redesigned and realigned and has resulted in the loss of the townhouses. The RCN cable

facility which was to remain on the site will now be removed and the space will remain undeveloped along with the removal of the townhouse have resulted in an expanded green area adjacent to the residential properties to the north.

#### **IV. FLEXIBILITY**

The applicant requested and was granted flexibility in a number of areas and which the proposed modifications will retain. However, new flexibility to provide the parking for Blocks 3 and 4 on Block 2 is requested. This would allow the consolidation of the retail parking on Block 2 and eliminate the necessity for parking structured on Blocks 3 and 4.

#### **V. BENEFITS and AMENITIES**

The applicant continues to be committed to all the benefits and amenities approved in the Order, no changes are proposed.

#### **VI. 2006 COMPREHENSIVE PLAN (amended April 18, 2011)**

The Generalized Land Use Map of the 2006 Comprehensive Plan recommended the subject property as a Multi-Neighborhood Center while the Future Land Use Map designates the majority of the property as moderate density commercial. Small areas of the site are also designated as moderate-density residential and low-density residential. The proposed development is within the Far Northeast and Southeast area and meets or furthers many of the policies for this area. With the proposed modification, the proposal will continue to meet the policies and objectives of the Comprehensive Plan.

JLS/mbr, Case Manager: